

I-90 Project

– Briefing for Trans-Lake Executive Committee,

February 14, 2001



Project Purpose

Project Purpose

- ***“To provide reliable two-way transit operations on I-90 between Bellevue and Seattle while minimizing impacts on other users”***
- ***Steering Committee members also very committed to reliable two-way carpool operations***



Decision Making Process

- **1976 Memorandum of Agreement**
- **Steering Committee**
 - Mercer Island
 - City of Seattle
 - City of Bellevue
 - WSDOT
 - King County / Metro Transit
 - Sound Transit
 - FTA
 - FHWA



Partners' Interests

- **Partners' Interests**
 - two-way transit
 - two-way carpools
 - Mercer Island single-occupant vehicle access to center roadway
 - no additional general-purpose traffic in center roadway
 - preserve safety on I-90

Partners'
Interests



Public Involvement

- 9 open houses: Oct 98-Dec 00, in Mercer Island, Bellevue, Seattle
- Three project newsletters
- Briefings for City and County councils, groups, Sound Transit Bicycle Advisory Committee
- Numerous newspaper articles, Seattle Times, Eastside Journal
- Press releases, ads in local papers



Alternatives Analysis

- May 1998: Project initiated
- Fall 1998: Alternatives identified
- Fall 1998/March, April 1999: Open houses to review alternatives--Bellevue, Mercer Island, Seattle
- Spring - Fall 1999: Alternatives narrowed to R-2B and R-5 for further analysis
- Fall 1999: Additional review with public
- Fall 1999: Steering Committee to identify locally preferred alternative--no action
- Fall 1999-Fall 2000: WSDOT analysis of alternatives, identification of new alternative R-8
- Jan 2001: ST Board directs preparation of project report to include all three build alternatives



Alternatives Evaluated

- R-1: No Build
- R-2B: Two-way center roadway
- R-5: Transit-only shoulder lanes
- R-8A: Transit/HOV lane on outer roadway



Alternative R-1

Alternative R-1



R-1 is the no build alternative. It would retain existing conditions of 2-lane reversible center roadway, 3 lanes in each direction on outer roadway



ALTERNATIVE R-2 MODIFIED TWO-WAY CENTER ROADWAY

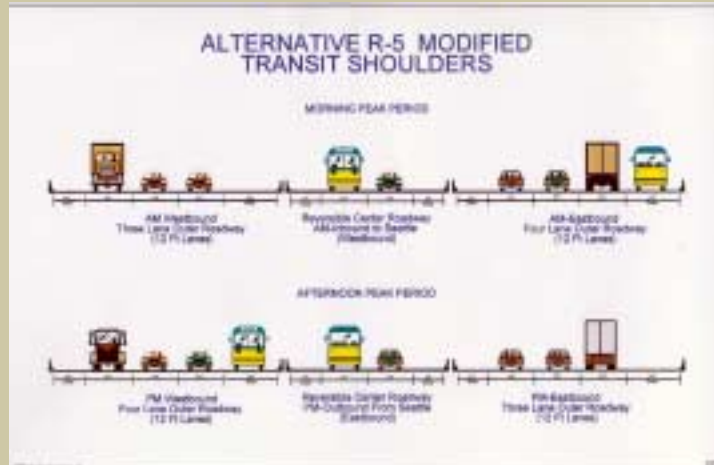
OPTIONS FOR USE OF CENTER ROADWAY

②		<p>Transit - Only</p>	<p>No Longer Under Consideration</p>
③		<p>Transit Buses Carpooling/Transit (2+ or 3+ persons to be evaluated)</p>	
④		<p>Transit Buses Carpooling/Velopooling (2+ or 3+ persons to be evaluated) Motorist (Motorist General Purpose)</p>	<p>No Longer Under Consideration</p>

Alternative R-2B

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Alternative R-5 Modified



R-5 includes narrowing the outer roadway to create a transit-only shoulder lane, eastbound in AM peak, westbound in PM peak

Alternative R-5

- Narrows outer roadway lanes to provide a transit-only shoulder, eastbound in AM peak period, westbound in PM peak period
- Concerns:
 - weaving movements by buses
 - limited speeds, 35 to 45 mph
 - limited hours
 - limited to buses, not carpools
 - lane used by vehicles for breakdowns--conflicts with buses



Alternative R-8A



R-8A would narrow the outer roadway lanes to create a transit/carpool lane in each direction on the outer roadways



Alternative R-8A

- **Benefits include:**
 - additional lanes for transit and carpools-
- 24 hrs/7 days/week
 - significant travel time savings for transit and carpools
 - 38% EB, 33% WB 2002
 - 49% EB, 35% WB 2020
 - duration and severity of congestion on I-90 significantly reduced



Effects of R-8A

- **Narrowing of lanes on outer roadway**
- **Wide shoulder relocated to inside of roadway westbound**
- **Possible narrowing of bicycle/pedestrian pathway -- working closely with WSDOT to avoid this**



Options to Avoid Bike Lane Effects

- **Narrow center roadway**
- **Install narrower barriers**
- **Relocate drainage hatches**
- **Extend bike pathway by two feet**
- **Install debris/wind screen buffer-- all options**



Public Comments

- Majority support R-8A due to benefits to transit and carpools
- Bicycle community concerned about possible effects to bicycle / pedestrian pathway
- Some interest in EIS rather than EA
- Some interest in combining I-90 with Trans-Lake project



Relationship to Trans-Lake Project

- I-90 project focused on I-90 two-way transit operations
- Trans-Lake project focused on 520 corridor and confirming high capacity crossing of Lake Wash
- Close coordination on-going
- Cumulative effects will be evaluated



Funding Issue

- **Project budget not adequate**
- **Shortfall ranges between \$20 to \$40 million**
- **Funding strategy will be developed with partners by mid-2001**

Next Steps

- **Sound Transit Board action on approach for I-90 environmental analysis**
- **Staff prepares a report on environmental analysis of 3 build alternatives and safety issues**
- **Report presented to Board in May 2001**
- **Board provides direction on how to proceed, EA or EIS**



Schedule

- **2001/2: Environmental analysis complete/public open houses, public hearing**
- **2001/2: Develop funding strategy with partners
- Confirm preferred alternative**
- **2002/3: WA state transportation commission action**
- **2002-2003/4: Final design**
- **2003-2005/6: Construction**